

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

No. 15,955. 號五十五百九千五萬一第

丁巳年四月元日

HONGKONG, FRIDAY, JUNE 11TH, 1909.

五拜禮

號一十月六年九零百九千一英港香

PRICE, \$3 PER MONT.

NEW

PIANOS

ON HIRE

AT

\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE &
CO. LIMITED.

[1402]

KOWLOON HOTEL

THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.

SURROUNDED BY DELIGHTFUL GARDENS,
Excellent Cuisine.

O. E. OWEN,
Proprietor.

[692]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag, ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April 1908.

[1827]

THE
GRAND HOTEL
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.

46] F. DOMBALLE & M. MAILLE Proprietaires.

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.

SATURDAYS.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS, by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909.

[549]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY ★★★★	\$22.50
" ★★★	20.00
" ★★	17.00
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.50
SHERRY, LA TORRE	16.00
" AMOROSO	20.00
BENEDICTINE, D.O.M.	QTS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.
HONGKONG AGENTS.

[551]

LANE, CRAWFORD & CO.

(TELEPHONE 97).

A LARGE SELECTION OF WATERPROOF COATS (RUBBER)

\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH.

KHAKI AND BLACK

REGULATION ARMY AND NAVY COATS WITH CAPES

\$26.00 \$30.00 \$38.00 TO \$55.00 EACH.

ZAMBRENE RAINCOATS (NO RUBBER)

\$33.00 \$38.00 \$48.00 EACH.

LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909.

[533]

FOR BATHING PARTIES.



BLACKBERRY BRANDY,
CHERRY BRANDY,
CHERRY WHISKY,
ORANGE GIN,
PEPPERMINT,
SLOE GIN.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 4th June, 1909.

[535]

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL

TELEPHONE, No. 696.

Royal Academy and New Gallery
Pictures for 1909

\$1.80

The Russian Army and the Japanese
War, Being historical and critical
Comments on the Military Policy

and Power of Russia, and on the
Campaign in the Far East, by
General Kropotkin; 2 Volumes

25.00

The English in China, being an account
of the intercourse and relations
between England and China from

the Year 1600 to the Year 1845, by

James Browley Eames

16.00

John Chinaman At home, by E. J.

Hardy

4.00

Things seen in China, by J. R. Chitty

1.75

Things seen in Japan, by J. R. Chitty

1.75

Every Man's Own Lawyer, Including
the Legislation of 1908 & Handbook
of the principles of Law and Equity

5.00

NEW NOVELS \$1.75 EACH.

The Terror of Night, by C. Ranger Gull.

A Traitors Wooing, by Headon Hill.

The Three Brothers, by Eden Phillpotts.

Priscilla and Charlydis, by Frankfort Moore.

The King and Isabel, by the Author of John

Johns.

The Church and Chieftain, by May Wynne.

The Fault, by C. T. Podmore.

The Necklace of Parmons, by L. T. Meade.

A Fair Refugee, by Morris Gorard.

Arrows from the Dark, by Sophie Cole.

The Story of Thyra, by Alice Brown.

Only April, by Gurner Gillman.

Kingmead, by Baroness Von Hutton.

Gervase, Mabel Dearmer.

The Key of Life, by A. A. Motley.

[532]

LONG, HING & CO.,

17, QUEEN'S ROAD, CENTRAL.

DEALERS IN—

PHOTO GOODS of every description,
KODAKS, KODAK FILMS
& KODAK ACCESSORIES.

DEVELOPING & PRINTING

A SPECIALTY.

[539]

THEATRE ROYAL

FOR A SHORT SEASON ONLY.

'BANDMANN'S MERRY-LITTLE MAIDS' OPERA CO.

JUNE 11TH,....."VERONIQUE."

" 12TH, (MATINEE) "THE DANDY DOCTOR."

" 14TH,....."THE MERRY WIDOW."

" 15TH,....."THE PRINCE OF PILSIN."

" 16TH,....."A WALTZ DREAM."

FULL ORCHESTRA.

A SPECIAL MATINEE WILL BE GIVEN TO-MORROW

(SATURDAY), THE 12TH INST., COMMENCING AT 5 P.M.

PLAN OF SEATS AT MOUTRIE & CO.

PRICES \$3, \$2 & \$1.

Hongkong, 4th June, 1909.

[521]

24 BALLET 24

Wednesday

Thursday

Friday

STATE EXPRESS FOR MOSCOW.

STATE EXPRESS FOR ST. PETERSBURG.

STATE EXPRESS FOR SHANGHAI.

STATE EXPRESS FOR HARBIN.

STATE EXPRESS FOR TIENTSIN.

STATE EXPRESS FOR CHANGHUA.

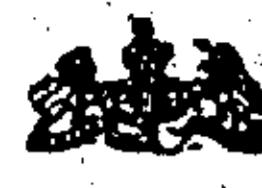
STATE EXPRESS FOR MUKDEN.

STATE EXPRESS FOR HARBIN.

STATE EXPRESS FOR TIENTSIN.

STATE

INTIMATION

A. S. WATSON, & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

W H I S K Y

A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - - \$16.50

ROB. PORTER & CO'S
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 20th April, 1909.

extreme difficulties with insufficient staff and plant and much sickness" that it should be clearly stated now that the cost in 1908 was, "not very much reduced," as the Chief Resident Engineer had reported, but "very much greater" according to the Governor's explanation yesterday, all we can say is that it is a pity the Chief Engineer's Reports have not more clearly stated the facts.

His Excellency further emphasised again his previous statement that Mr. Bruce's estimate "cannot in any sense be regarded as an estimate of the railway," and went on to say that it "purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast and items under plant, including rolling stock and salaries." With regard to this we can only point out that in what purports to be Mr. Bruce's Estimate (twice laid before the Council in the Reports of the Chief Resident Engineer), he is represented as furnishing an estimate of \$815,000 for station buildings and machinery, and while it is not explicitly shown that he took into account all the other items enumerated by His Excellency, he added to his estimate 10 per cent for contingencies which we presume would more than cover the cost of all these items, excepting, perhaps, rolling stock, the cost of which is partly borne by the Chinese section, and could not have been estimated at the time. To indicate how "rough" was the estimate, His Excellency mentioned that Mr. Bruce measured the tunnel for distance "only with a pair of dividers on a map." Yet we see from the published records that Mr. Bruce did not base his calculations of cost on an under-estimate of the distance. He reckoned the distance at 7,380 feet, whereas the actual distance proved to be 7,212. We point out these things simply in justification of our previous comments on the subject. On the general question of the value of the preliminary estimate we have only to remark that three years ago the Government evidently had greater respect for it than it has now, for Mr. Bruce made preliminary surveys and prepared estimate of two routes, and the present route was selected not merely because it was deemed "as best answering the requirements of a section of a trunk line through China," but because, in the words of Sir MATTHEW NATHAN, it was "the most economical, both as regards construction and working expenses." What we have gathered from all the discussion that has recently taken place is, briefly, that important deviations from the scheme are responsible for the doubling of the Estimate. It doubtless is very misleading, as the Hon. Mr. MURRAY STEWART remarked, to simply divide the total cost by the number of miles, between Kowloon and Samchun, and say "there is the cost of the railway per mile." It is, however, a very common method of comparing the cost of railways. We notice that the *Japan Mail* has recently done this. It tells us that the cost per mile, even on the basis of the preliminary estimate, is "approximately three times as much as the outlay required in Japan," and, referring to the latest revised estimate, our Yokohama contemporary remarks that "a railway costing over half a million dollars a mile is something novel in the Far East, or anywhere, indeed, for the matter of that." We can well believe that the Colony will have a railway which will be regarded in the Far East, not only as novel from the point of view of its cost, but as a model of railway engineering.

From the taxpayer's point of view the important aspect of the heavy cost of the railway is the method of financing it. A railway twenty-two miles in length, so heavily capitalised, has small prospect of proving remunerative for very many years to come, when we consider how unlikely it is that the line will be able to compete with the river traffic either in passengers or freight from Canton, but will have to rely mainly on through traffic from the interior of China which will probably take many years to develop. Hence the Colony is likely to be permanently saddled with a loan of a million pounds sterling, or heavily taxed to provide for its repayment. The loan which the Chinese authorities are repaying at the rate of £110,000 a year, including interest, will be required to defray the cost of our own line, so that at the end of ten years the Colony will still have on its books a railway loan of over a million pounds sterling. What prospect is there of the Colony being able to repay that loan-in-ten, or twenty annual instalments?

For stealing a piece of chain from the a.s. *Glenash*, Mr. J. H. Kemp yesterday sentenced a native to six weeks' imprisonment.

Inspector Robertson placed seventeen natives before Mr. J. H. Kemp at the Magistracy yesterday on a charge of gambling. The first defendant, who was the keeper of the game, was fined \$25, and each of the other players was fined \$3.

A negro appeared before Mr. J. H. Kemp at the Magistracy yesterday charged with being drunk and incapable. When asked if he had anything to say he wished to know who arrested him, at the same time admitting that he knew nothing about the matter. He was fined \$1.

Owing to numerous complaints about hawkers in the Central District, P.C. Shepherd was yesterday despatched from the Central Police Station to investigate. His investigations led to the arrest of fourteen hawkers who appeared before Mr. F. A. Hazelton on charges of obstruction or hawking without a licence. In each instance a fine of \$10 was imposed.

The heavy fine of \$10 was imposed on a negro coolie by Mr. F. A. Hazelton at the Magistracy yesterday for refusing to take a fare. A soldier hailed the defendant at the Hongkong Hotel corner and wished to be taken to Wellington Barracks. The coolie said he had a fare in the Hongkong Hotel bar, but as this was found not to be the case, he was arrested and charged.

If Carl Mason is in Shanghai at present it may interest him to know that the note he corked up in a brandy bottle and dropped overboard from the a.s. *Eastern*, sixty miles from Hongkong, is in the possession of the Hongkong Police. The note, which was discovered near the Shaukiwan Police station, was headed, "All's well." Beneath was a sketch of what was probably meant to represent a lamb, and lower down on the slip of paper was the information "Dropped sixty miles from Hongkong from the ship *Eastern* April 5th, 1909. Going to Shanghai. Carl Mason."

A thirsty coolie held up a Chinese gentleman in Wellington Street on Wednesday afternoon to explain how dry he was. The generous gentleman took the coolie to a street stall and "stood him" a sarsaparilla, at the same time calling for another drink for himself. While drinking he felt a tug at his pocket, and on turning saw the coolie running away with a purse in his hand. On realising that his own was missing he gave chase, overtook the thief, and handed him over to the police. Mr. F. A. Hazelton heard the charge at the Magistracy yesterday, found the defendant guilty, and sentenced him to six weeks' imprisonment and six hours' stocks.

THE LATE DR. HUNTER.

TRIBUTE FROM THE HONGKONG COLLEGE
OF MEDICINE.

The remains of the late Dr. Hunter, Government Bacteriologist, were interred in the Colonial Cemetery at Happy Valley yesterday afternoon, the funeral cortège including a large number of friends. Numerous wreaths were sent. The burial service was conducted by the Rev. F. T. Johnson. The large attendance included Captain Mitchell-Taylor, A.D.C. to His Excellency the Governor, Hon. Mr. F. J. Badley, Captain Superintendent of Police, Major Probyn, R. A. M. C., Hon. Dr. Ho Kai, Dr. Bell, Koch, Thomson, Pearce, Clark, Gibson, Black, Messrs. J. H. Kemp, P.N.H. Jones, E. J. Hughes, R. A. Harding, G. A. Woodcock, F. B. L. Bowley, E. H. A. Craig, A. S. Tuxford, A. R. Sutherland, the whole staff of the Lecturers of the Hongkong College of Medicine, in which the deceased was Lecturer on Pathology and Bacteriology, together with the students of the College.

At a full meeting of the Senate, at which this formal representation of the Medical College was resolved upon, the following resolution of condolence with Mrs. Hunter was placed on the records:—

"The members of the Senate of the Hongkong College of Medicine desire to convey to the widow of Dr. William Hunter their most sincere sympathy with her in her bereavement. Dr. Hunter has since his first arrival in this colony in 1901 been a most keen and sympathetic supporter of the College, and has given much good work to the furtherance of its objects. Through his death the College has lost one of its most able, enthusiastic and successful teachers."

From the taxpayer's point of view the important aspect of the heavy cost of the railway is the method of financing it. A railway twenty-two miles in length, so heavily capitalised, has small prospect of proving remunerative for very many years to come, when we consider how unlikely it is that the line will be able to compete with the river traffic either in passengers or freight from Canton, but will have to rely mainly on through traffic from the interior of China which will probably take many years to develop. Hence the Colony is likely

to be permanently saddled with a loan of a million pounds sterling, or heavily taxed to provide for its repayment. The loan which the Chinese authorities are repaying at the rate of £110,000 a year, including interest, will be required to defray the cost of our own line, so that at the end of ten years the Colony will still have on its books a railway loan of over a million pounds sterling. What prospect is there of the Colony being able to repay that loan-in-ten, or twenty annual instalments?

For stealing a piece of chain from the a.s. *Glenash*, Mr. J. H. Kemp yesterday sentenced a native to six weeks' imprisonment.

Inspector Robertson placed seventeen natives before Mr. J. H. Kemp at the Magistracy yesterday on a charge of gambling. The first defendant, who was the keeper of the game, was fined \$25, and each of the other players was fined \$3.

The Calcutta Turf Club sweep on the Derby was won by a soldier stationed at Shikat, the second prize going to London, and the third prize to the right-hand owner, and that the rings were souvenirs of fourteen fiancées.

TELEGRAMS.

Protected by the Telegraphic Message

Copyright Ordinance 1894.

PRINCE NASHIMOTO.

LONDON, June 10th.

Prince Nashimoto witnessed some superb military operations in the Long Valley at Aldershot.

THE FOURTH DREADNOUGHT.

LONDON, June 10th.

The fourth Dreadnought has been commissioned at Portsmouth and will join the Home Fleet at Spithead.

ENGLAND AND CHINESE CUSTOMS DUTIES.

LONDON, June 10th.

A Washington dispatch states that confirmation has been received in diplomatic circles that Great Britain has finally refused to participate in an International Conference with a view to allowing China to increase her ad valorem duties, in return for the abolition of the likekin duties.

THE TSAR'S TOUR.

LONDON, June 10th.

It is announced at St. Petersburg that the Tsar will visit King Emmanuel in Italy at the conclusion of the meetings with the Kaiser, King Gustaf, President Fallieres and King Edward, but the date of the visit to Italy has not yet been fixed.

AN IMPORTANT POLICE CAPTURE.

LONDON, June 10th.

The Police have unearthed at Marion, Ohio, the headquarters of a notorious blackhand Italian secret society which has been responsible for countless murders, blackmailing and terrorism in America and Italy.

BANDMANN OPERA COMPANY.

There can be no two opinions about the present combination. It is one of the best that Mr. Bandmann has sent eastwards. All the things that have been said about it are thoroughly deserved as the large audience which filled the Theatre last night can testify. The season opened with "The Gay Gordons," a light picturesque piece which has attained great popularity at home. The little maids formed a pleasing feature of the production, but the honours went to Mr. Coyne as Angus Graeme, to Mr. Frank Danby as Nero Nat, and Miss Gregory as Peggy Quinlton. The Highland dancing and solo singing were enjoyable features, while the topical allusions were particularly apt. A slumbering trio was described as the Legislative Council and the same three in a more or less ridiculous attitude were presented as the Sanitary Department, who did not know whether the fluid was joyes or they were.

ENGLISH AND SCOTTISH SHOOTING.

SPORT THE SALVATION OF RURAL DISTRICTS.

Mr. Isaac N. Ford, writing on "English and Scottish Shootings" in the April number of the *Outing Magazine*, gives some interesting particulars as to the cost of popular sport. He says:—

American millionaires have been known to invest as much as £20,000 in a season's shooting with incidental entertaining and card-playing. An estate which will yield from six hundred brace of partridges upward commands a good rental for its sporting value, but the tenant will pay twice as much for the birds in front of the guns as he can hope to get for them in the market. A shooting is roughly expected to fetch about £30 for every stag, certainly one pound for a brace grouse, possibly half a pound for partridges and much less for pheasants and ground game. An outing of a few days costs as much as £100 to £150, with the railway fare, outfit for guns and largess for servants.

Sport is helping to keep rural England and Scotland alive. Millions are expended yearly in the maintenance of game preserves, shooting and hunting packs. The rentals of shootings, including country houses and lodges, amount annually to £700,000. A large multiple must be used for estimating the aggregate investment in sport when the cost of the upkeep, house and field service, entertainment of guests and across-country travel is added, and allowance is made for estates occupied by owners. There are also two hundred pack of hounds in the Kingdom, and with the breeding and keeping of hunting horses, the employment of kennel and stablemen, and the continuous hospitality of country houses, each is worth not less than £60,000 a year to the people of the district. An elastic calculation with a clean slate hardly knows when to stop in ciphering out the money value of shooting and hunting in a country of declining agricultural resources. Sport has become an organised industry, with thousands of gamekeepers, gillies, beaters and outdoor men in the service of the pleasure-loving rich.

Mr. Ford thinks, on the whole, that sport is the salvation of our rural districts.

The Indo-China str. *Japan* from Calcutta left Singapore on the 9th inst. afternoon, and may be expected here on or about the 15th inst. The P.M. str. *China* arrived at San Francisco on the 8th inst.

SUPREME COURT.

Thursday, 10th June.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR F. PIGGOTT).

FORFEITURE OF SECURITY.

Re Kwong Hang Tai, the Official Receiver said this was an application for the forfeiture of a security of \$3,300 given by Sip Hing Tung and Li Hip Chu. The debtors were arrested under the Bankruptcy Ordinance, and afterwards an order was made that they should give security for their appearance in the sum of \$3,300. A previous application was made in June last year, when debtors appeared in Court. Since then he had obtained further information as regards property in Canton, and he wished to have the debtors examined. Debtors had been served with notice to appear.

His Lordship—How have you foreseen that they will not appear.

The Official Receiver—If they appear I don't apply.

Debtors' names were called but they did not answer.

The Official Receiver asked that the order be made so that the money could be applied to the estate for the benefit of the creditors.

His Lordship—I don't see what claim the creditors have.

The Official Receiver—Well, my Lord, they are the people who lose the money.

The application was granted.

APPLICATION FOR DISCHARGE.

Mr. F. X. d'Almada applied for the discharge of Ng Kam Sang, one of the partners of the Yuen On Company, and stated that Mr. Goldring, who appeared for the petitioning creditor, did not object.

His Lordship asked what dividend had been paid.

The Official Receiver—No dividend yet.

His Lordship—Any chance?

The Official Receiver—A dividend will be paid, but not 50 per cent. Therefore your Lordship is bound to suspend the discharge.

His Lordship—I might make it six months.

The Official Receiver—Your Lordship generally makes it a year.

His Lordship—There is nothing alleged against the man in there?

The Official Receiver—Not against this particular man, but I have something against the other partners.

Mr. d'Almada explained that this man was arrested at the instance of the other partners, who afterwards disappeared.

His Lordship—As far as he is concerned, he has done everything to assist you?

The Official Receiver—Yes, my Lord, because he is under bond to do so.

His Lordship—So are they all.

Mr. d'Almada—I don't ask your Lordship to discharge the firm, but to discharge him.

The Official Receiver—The reason he is applying for his discharge is in order to get back the \$1,000 furnished as security.

His Lordship—But the security won't be released until he is finally discharged.

An order was made suspending the discharge for six months, and the application for the release of security was adjourned until the expiration of that period.

A CONTRACTOR'S AFFAIRS.

Re Tung King, the well-known contractor, against whom a receiving order had been made on the petition of the Green Island Cement Company, Mr. Holborrow applied for a rescission of the receiving order.

The Official Receiver objected that sufficient publicity had not been given to the matter, and pointed out that other creditors might come forward.

His Lordship thought the matter should be advertised.

The Official Receiver said debtor was a man with large contracts and it was quite possible other creditors, especially Chinese, might not know.

His Lordship said that, if no further creditors appeared in fifteen days, the order would be made.

A BUILDER'S FAILURE.

Wong Yee, a building contractor, appeared to undergo his first public examination. In reply to the Official Receiver, he stated that he commenced the Taikoo Dock in 1901. He started with a capital of about \$1,000. He had no partners. Out of Taikoo contracts he made a profit of from \$20,000 to \$30,000, which he put in the business. During the last two years he lost over \$10,000. He lost \$1,500 on a slipway and lost \$3,500 on a contract for cutting away a hill. He had several hundred workers, and as they could not work owing to the rain, he had to support them. He had borrowed money since and he proposed to his creditors that, if allowed to work, he would pay 10 per cent. per annum. The creditors were agreeable.

Examination closed.

A MERCHANT'S FAILURE.

Re D. R. Captain, debtor stated in reply to the Official Receiver that he was unable to furnish the statements of accounts asked, as he

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—

His Excellency the Governor, Sir Frederick John Dealtby Luard, C.M.G., C.B., D.S.O.

Hon. Mr. F. H. May, C.M.G. (Colonial Secretary).

Sir Henry Berkeley, K.C. (Acting Attorney-General).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. P. N. H. Jones (Acting Director of Public Works).

Hon. Mr. A. W. Brewin (Registrar-General).

Hon. Mr. F. J. Badeley (Capt. Superintendent of Police).

Hon. Dr. Ho Kai, K.C., C.M.G.

Hon. Mr. E. A. Hewett.

Hon. Mr. E. Osborne.

Hon. Mr. W. J. Gresson.

Hon. Mr. Murray Stewart.

Hon. Mr. Wei Yuk, C.M.G.

Hon. Mr. C. Clement (Chairman of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Registrar of the Supreme Court for 1908.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 21 to 25) and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

FINANCIAL.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 5) and moved its adoption. He said—In connection with this I beg to lay on the table the following certificate signed by me: "I certify that the supplementary appropriation estimates for 1908 were read clause by clause in the presence of all members of the Finance Committee."

The Colonial Treasurer seconded the motion, which was agreed to.

KOWLOON-CANTON RAILWAY.

The Colonial Secretary moved the following resolution:—It is hereby resolved that a sum of Three million two hundred and eighty thousand six hundred and sixty-three dollars (\$3,280,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909. He said—Details of this sum will appear, as hon. members are no doubt aware, in the appendix to the estimates for the current year.

The Colonial Treasurer seconded.

His Excellency—Gentlemen, I said in my annual remarks on the progress of the railway, at our meeting before last, that a resolution of this kind would not be required this year as the amount for the construction of the railway was already included in the annual estimates, in accordance with the new financial instructions issued by the Secretary of State. I am advised however that the more correct procedure is to propose this resolution, but it will not be required next year, and therefore it is included in the business of to-day. As the railway question is before the Council, I am glad of the opportunity it gives me of removing misapprehensions which have arisen in consequence of what I said on the previous occasion. In the comparison between the cost of the tunnel in 1907 with that in 1908 the remarks I made to the Council were misleading, because I myself was misled. I quoted a paragraph from the report of the Chief Resident Engineer in which he said:—"The cost of the tunnel driving was very much reduced during 1908 due to better organization, made possible by men getting more trained to the work."—This statement was followed by figures giving the cost per lineal foot under the heading of driving, enlarging and bricking-in for each of the years 1907 and 1908 and showing an aggregate saving of some 10% per cent. in the cost for 1908 over that of 1907. The report went on to state that the difficulties encountered in the tunnel in 1908 were greater than in 1907 and that this accounted for the large increase over the estimates. I failed to get a proper explanation of this apparent contradiction, but the Chief Engineer now explains it by a reference to his previous report for 1907, which I had overlooked at the moment, in which it is explained that the so-called cost per lineal foot in 1907 included the expenditure upon the metric gauge construction lines laid down at both faces of the tunnel, the erection of machinery, the accumulation of timber and other materials at the site, and many other similar items. In order to make a reliable comparison of one year with another, these items should be stretched over the period of the whole construction. As a matter of fact, the cost of the tunnel was considerably more per lineal foot in 1908 than it was in 1907. It is due to the engineers, who were employed in the early days of the tunnel, that this fact should be thoroughly understood. They worked under very great difficulties with an inadequate staff, with insufficient plant, and with a great deal of sickness. When I was speaking of the financial aspect of the tunnel construction, nothing was further from my mind than to throw any blame upon them, or undervalue their services. Perhaps few men have more reason than myself, from personal experience, to appreciate the difficulties and discouragements of early pioneer work. Those who come after, however generous, will find it often impossible to appreciate the difficulties which those who laid the foundations have had to face (applause). If this impression, as I understand from what I have seen in the local press, has been conveyed by words

which I used, I desire most emphatically to remove it. I do not propose to review again the railway question, but I would like to emphasize one point which I have already emphasized every time I have spoken upon this subject, and that is that the so-called "Bruce's estimate" cannot be considered as an estimate of the cost of the construction of the railway. When Mr. Bruce made his preliminary survey, the question was under discussion as to whether the railway should follow a route along the eastern or the western side of the peninsula. It was issues of this kind upon which his advice was sought. His figures did not purport to be a considered estimate of the cost. There were no calculations of quantities and the length of the tunnel was estimated upon the map with a pair of dividers. They purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast, and items under plant, including rolling stock and salaries. The realignment which has been made after a careful survey of the original line proposed by him, has resulted in a large saving over the cost which would have been involved by following Mr. Bruce's rough line.

The first reliable estimate that we had of the cost of the railway was the one which was made in June 1907. It took nine months to prepare. It amounted to a little over eight million dollars.

It did not include, as I have repeatedly pointed out, several items which were under discussion

at the time it was presented. If these items be added and also the cost of land resumption in the neighbourhood of the deep sea goods' wharf, and the passenger station it will be found that the estimate presented in June 1907 has not been exceeded except in the single item of the tunnel.

In my recent statement to the Council I criticised the variations under different heads

between the estimates, presented this year and those laid on the table last year and said that though these variations were an unsatisfactory, the method of preparing estimates did not reflect upon the skill of the British engineer. The salient fact remains that however the sums might have been allocated under various heads, and whether intermediate estimates presented to the Council have been satisfactory or have been faulty, the original estimate for which the Crown Agents are responsible have only been exceeded in one item

—that of the tunnel, the excess on which is one million and a quarter dollars. I am, of course, speaking of the estimates which were laid on the table the other day. So far as these estimates are concerned the only excess when all the items are included, on the original estimate of June 1907, is in respect of the tunnel.

Hon. Mr. Stewart—Your Excellency, I should just like to say I have listened to your remarks with considerable satisfaction. I hope that they will effectually destroy the idea that this Colony is being called upon to pay for the railway a price nearly twice as large as it ought.

As Your Excellency has indicated, this erroneous impression arose from comparing the preliminary with the detailed estimate, as if they were different estimates for an identical work.

It has already been pointed out by those who sought to combat this erroneous notion that the preliminary estimate was for a single line throughout, whereas the actual construction provides for development into a double line on all bridges, culverts and tunnels, except Beacon Hill. It has further been pointed out that the preliminary estimate did not provide for land reclamation and land resumption at the terminus. In connection with the cost of land reclamation and resumption it should not be forgotten that to include it in the railway estimates renders these misleading for purposes of comparison with other railways, in the matter of the average mileage cost of construction. A very misleading impression is created by simply taking the total of the revised estimate and dividing it by the number of miles between Kowloon and Canton. The product is startling, but if to the original 22 miles were to be added the many miles of sidings which will be provided at the terminus, a much better result would appear. Even so, however, justice would not yet be done. If the whole cost of reclamation is to be debited to the railway, some thought should be taken of the value of the land reclaimed, some of which will be used for other than strictly railway purposes—for godowns, and other requirements of the Port scheme. Hereafter that land should prove a valuable asset to the Colony. Considerations of this nature ought not to be overlooked, viewing the matter broadly. I urge the desirability of viewing it broadly. Viewing it narrowly in the light of *post hoc* wisdom, while it may be easy for some people to point to mistakes made and faults committed, while it may perhaps not be difficult to see how minor economies could have been effected, there does not seem to be any good reason for rushing to the conclusion that the cost is now approaching completion.

The Colonial Secretary seconded, and the bill was read a first time.

PREPARED OPIUM AMENDMENT ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance 1891.

The Colonial Secretary seconded, and the bill was read a first time.

SUPPLEMENTAL APPROPRIATION ORDINANCE.

The Colonial Secretary—In view of the certificate laid in connection with the Finance Committee, it is unnecessary, unless any hon. member wishes it, to refer the bill standing in my name to a committee of the whole Council. Therefore I beg to move the third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents to defray the Charges of the Year 1908.

The Colonial Treasurer seconded, and the bill was read a third time and passed.

THE TRAMWAY BILL.

The Attorney-General—The next item standing in my name is really a private bill introduced some years ago by an hon. member who is no longer a member of this Council.

The question is whether any other member

proposes to go on with the bill.

Hon. Mr. Gresson—I beg to move that further consideration of this bill be postponed until the interested parties have had further time to consider their position.

Hon. Mr. Stewart seconded, and the motion was agreed to.

HIS EXCELLENCY—Council stands adjourned until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held, the Colonial Secretary presiding. The following votes were passed:—

PUBLIC WORKS RECURRENT.

The Governor recommended the Council to vote a sum of Three thousand seven hundred Dollars (\$3,700) in aid of the vote, Public Works Recurrent, Miscellaneous, Typhoon and Rain-storm Damages.

The Chairman—The original estimate for typhoon and rain-storm damages in 1908 was \$79,000. The money spent in 1908 was \$61,000, leaving a balance of \$18,000. There was only \$12,000 voted on this year's estimates; the balance therefore shows a slight deduction on the original estimates.

MILITARY EXPENDITURE.

The Governor recommended the Council to vote a sum of Five hundred Dollars (\$500) in aid of the vote Military Expenditure, Volunteers, Other Charges, Grant to the Hongkong Volunteer Reserve Association for salary of Secretary during 1908.

MEDICAL DEPARTMENT.

The Governor recommended the Council to vote a sum of Six hundred and fifty Dollars (\$650) in aid of the vote, Medical Departments, B.—Hospitals and Asylums, Other Charges, for the following items:—

Civil Hospital, Incidental Expenses, \$300

Victoria Hospital for Women and Children, Medicines and Surgical Appliances, 350

Total, \$500

MISCELLANEOUS SERVICES.

The Governor recommended the Council to vote a sum of Five hundred Dollars (\$500) in aid of the vote, Miscellaneous Services, Fee to Crown Solicitor for compilation of existing Regulations and Orders in Council.

The Chairman—This work was undertaken by the Crown Solicitor, and the sum mentioned is the remuneration for his services.

PUBLIC WORKS EXTRAORDINARY.

The Governor recommended the Council to vote a sum of Nineteen thousand nine hundred and seventeen Dollars (\$19,917) in aid of the vote, Public Works, Extraordinary, Water Works, Albany Filter Beds, Reconstruction and Extension.

The Chairman—Of this excess on the estimate for this work, \$6,000 is due to providing

against the rain-storm damage which was

brought home to the authorities by the severe

typhoon and rain-storm of 1908. The remaining \$13,000 is for hospital work, and that work is now approaching completion.

GOLDEN WEDDING GIFTS.

IRISH GUARDS' APPRECIATION OF "BOBS."

Lord and Lady Roberts celebrated their golden wedding quietly at Englefield, Ascot.

His lordship told a press representative, "I have been much touched by the many congratulatory telegrams I have received to-day from all parts of the world."

The house party spending the day at Englefield included Lady Landon, Lord and

Lady Mount Stephen, Sir Dighton Probyn, General Sir James Hills-Jones, Lord Lovat, Lord Milner, Sir Ian Hamilton, Lord and Lady March, Sir Neville, Lady and Miss Chamberlain, Sir John Watson, and the Hon. Norah Davy.

One of the most pleasing incidents of the day's proceedings was the unexpected appearance

at breakfast time of the band of the Irish Guards, of which his lordship is colonel com-

mandant. Lord Roberts came out into the porch, and was congratulated by an officer of the regiment, who presented him with a gold cup as birthday gift.

Another gift, made at the same time was a letter from past and present officers of the Royal Regiment of Artillery, in which Lord Roberts was a subaltern in 1857.

The men of the regiment were entertained

at breakfast, and were shown the presents which Lord and Lady Roberts had received, and which included a piece of gold plate presented by the servants of Englefield.

Lord Roberts has acknowledged congratulations from a poor Midlothian Army pensioner, Peter Gray, who was married on the same day as the Field Marshal. Gray's father and brother, and also two sons have all been soldiers.

In his letter, Lord Roberts says he and Lady

Roberts are intended to learn that May 17 is also their golden wedding day, and they offer the couple their best wishes for continued health and happiness.

PUBLIC SERVICE TRANSFER OF DUTIES ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

The Colonial Secretary seconded, and the bill was read a first time.

PATENTS AMENDMENT ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

SHIPPING NOTES.

The Ostasiatik Kompani, of Copenhagen, is having a steamer built in Holland for the Siamese coasting trade.

The salaries of some of the new Port of London Authority officials are fixed thus:—dock and warehouse manager £1,500; chief engineer £2,000; comptroller £1,000 per annum.

The steamer *Theese* was to leave Shanghai on Tuesday afternoon, the 8th inst., for Foochow, where she will load the first of the new season's tea for the London market. It is intended to try and make a record passage home.

The working of the Messageries Maritimes in 1908 has been much more favourable than in 1907. No dividend was distributed for 1907, but there was a net balance of £380,000 in 1908. Of this amount the service of the bonds absorbs £30,000.

The Douglas steamer *Hatching* (Capt. W. C. Passmore) which arrived on Tuesday, reported passing at 6.15 p.m. on the 8th inst., a Japanese steamer at anchor off Haimui Bay 15 S. W. of Breaker Point light, apparently broken down.

The New York *Journal of Commerce* announces that the American-Hawaiian Steamship Company have inaugurated a new steamship service between New York and Japan, China and the Philippines via the Tchuntaupe railway. The journey is to be performed in 42 days.

We have received from the publishers (Edinburgh Wilson, 24 Threadneedle Street, London E.C.) a copy of the third edition of a little volume on "Charter-Parties and Bills of Lading" by Mr. Lawrence Duckworth, barrister-at-law. This little work is probably already known to many readers. It contains all the well-known principles of English law on the subjects dealt with, and in this revised edition all the more important decisions since the last issue published in 1904 are included.

In an interesting report on the shipping and navigation of the port of Antwerp, for last year Consul-General Sir Cecil Horslet states that for the first time since 1900 the navigation returns of all shipping entering Antwerp showed a falling off in 1908. While British shipping fell from 5,653,239 tons in 1907 to 5,323,090 tons in 1908, German tonnage increased from 2,895,043 tons to 3,134,792 tons. Since 1900 German tonnage visiting Antwerp has increased by 100 per cent.

The German Government is considering a fully-worked-out scheme for building a ship canal from Kiel to join the Elbe-Trave canal. This means placing the entire basins of the Elbe and the Oder in connection with Kiel.

The canal will be nearly sixty miles long, and will cost nearly two millions sterling. The strategic importance of this great work is manifest. When built it will also be easier to supply Kiel with the coals and iron necessary for naval purposes.</

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

E. 200 R.

TENDERS are invited for the SUPPLY of CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPPERS, SHOEMAKERS or LEATHERWORKERS for the period of 12 months commencing 1st July next to H.M. NAVAL YARD.

Forms of tender can be obtained at the Chief Constructor's Office, NAVAL YARD, Hongkong, and when filled in should be deposited in the Tender Box at the Main Gate of the Yard not later than NOON on WEDNESDAY, 16th June, 1909.

W. T. HOCKADAY.

Chief Contractor

Hongkong, 11th June, 1909. [842]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

ACTION NO. 27 OF 1909.

Re TSANG KING of No. 1, Praya Kennedy Town, Victoria, Hongkong, Contractor.

NOTICE IS HEREBY GIVEN that an application has been made to the Court by the above-named Debtor TSANG KING to rescind the Receiving Order dated the 12th day of November, 1908, made against him in the above matter on the ground that he the said TSANG KING has entered into an arrangement with his creditors and the Court has ordered that notice of such application shall be advertised and that any creditor who is not at this date a party to such arrangement and who has any objection to the said Receiving Order being rescinded shall furnish particulars of his objection to the Official Receiver within 15 days from this Date after which Date if no objections are received the said Receiving Order will be rescinded without further notice.

Dated the 10th day of June, 1909.

G. H. WAKEMAN,
845
Official Receiver.

THE TRADE MARKS ORDINANCE, 1893.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE CHEMISCHE FABRIKEN VORM WEILER-TER MEER of Uerdingen an Rhine in the Empire of Germany a corporate body according to the laws of the said Empire have on the ninth day of March, 1909 applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS—

1. The representation of a mermaid in the sea picking up a pink rose on the sea with a ship and a rock in the background, the whole being surrounded by a fancy border with columns surmounted by a statue on each side and a garland above and the Chinese characters 梅花洋行 meaning Meyer foreign firm.

2. A flying eagle bears on his wings a group of crystals which throw their rays in all directions.

The ribbon is for printing the name of the applicants thereon.

The whole is surrounded by a fancy border in the name of THE CHEMISCHE FABRIKEN VORM WEILER-TER MEER who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following Goods in the following Classes—

DYES IN CLASS 4.

A facsimile of such Trade Marks can be seen at the Offices of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 9th day of June, 1909.

DEACON, LOOKER & DEACON,
843
Solicitors for the Applicants.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"JAPAN," Captain J. G. Oliphant, will be despatched for the above Ports on SATURDAY, the 19th inst., at NOON.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

RETURN TOURS TO JAP. N. (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip \$120.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 11th June, 1909. [844]

FROM EUROPE.

THE H.A.L. Steamship
"BRASILIA"

Captain Jager, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 10th June, 1909. [840]

NEW ADVERTISEMENT.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUCHI MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 16th June will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 10th June, 1909. [841]

INTIMATIONS

NIPPON YUSEN KAISHA.

(HONGKONG BRANCH).

IT IS HEREBY NOTIFIED that Mr. THOMAS LORT has Resigned from the Company's service.

T. KUSUMOTO.

Hongkong, 9th June, 1909. [832]

E. 200 R.

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony of 1909-1910 will be Open to inspection at the Treasury for Twenty-one days commencing on MONDAY, the 7th June, 1909.

F. H. MAY.

Colonial Secretary.

Hongkong, 2nd June, 1909. [824]

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 rooms, and Servant Quarters. Unfurnished.

Apply—

"K."

Care of The Yokohama Specie Bank, Ltd.

Hongkong, 28th May, 1909. [795]

MONEY TO LEND.

\$150,000 to invest on Mortgage. Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to "X."

Care of "Daily Press" Office.

Hongkong, 20th May, 1909. [537]

COLD STORAGE.

THE Hongkong ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [438]

FOR SALE.

FOR SALE.

ELECTRIC PLANT

Consisting of—TWO 125 Kilowatt STEAM ALTERNATOR SETS. Output, 60 Amperes at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROBES & CO., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Excitors, &c.

ALSO ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 H.P. for power by Messrs. BROWNE and LINDLEY.

For further particulars apply HONGKONG ELECTRIC CO., LTD., St. George's Buildings.

Hongkong, 23rd April, 1909. [649]

JUST PUBLISHED.

MAP OF KWONGTUNG PROVINCE Showing Kwong Chow-fa, Hongkong, West, East and North Rivers.

This Map is full of detail, Shewing Hills, Railways, Rivers, Sand Banks, Custom Houses, etc.

Names in both English and Chinese.

Every Office should have a Copy

Size 55" by 40".

Price on Roller \$5.00
Folded \$4.50

BREWER & CO., LTD., Pedder Street.

Hongkong, 5th June, 1909. [822]

TO BE PUBLISHED.

THE

DAIRY FARM CO., LTD.

BUTTER AT PRICES TO SUIT EVERYONE.

"BUTTERCUP" Brand 65 cts. a lb.

"DAIRYMAID" 70 "

"DAISY" 75 "

PAstry BUTTER 60 "

OUR SPECIAL

"HONEYSUCKLE"

BRAND

\$1 per lb.

This Butter is absolutely fresh, is undoubtedly the finest in Asia. [533]

DAVID CORSA & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KAREBERG & CO.

Sole Agents.

1674

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY) the 12th June, 1909, at 2.30 P.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,

A FINE ASSEMBLAGE OF S. M. Y. R. A. CARPETS, Various Colours and Sizes.

On View on FRIDAY, the 11th June, 1909.

TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th June, 1909. [183]

DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK of the Latest FASHIONABLE GOODS comprising:

Latest Style VEILING, by Yard and Piece. Assorted Colours Plain, Dotted and Chiffon.

NECK FRILLINGS.

LADIES' FINEST PURE LINEN AND COTTON.

Latest Design PRESENTATION HAND-KEEPIES, PLAIN OPENWORK and EMBROIDERED.

HOOSAIN-ALI & CO., 14, Queen's Road, Central.

Hongkong, 7th June, 1909. [41]

A TACK & CO..

FURNITURE & PHOTO GOODS STORE, 26, DES VOEUX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c. &c.

Cameras fitted with "ZEISS," "GOERZ," "ROSS" & "ALBIS" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

TO LET

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply— CHATER & MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

GODOWNS Nos. 7, 8 and 10, the Top Floor, of No. 3,

FOR PREVENTION

It is an admitted fact that prevention is better than cure, and in no sense is it more true than in regard to bodily health. What may at first be a slight ailment may, if allowed to go unchecked, develop into a real danger—only to be removed at the cost of much sacrifice and suffering. It is well, therefore, to remember that prevention is better than cure, and BEECHAM'S PILLS will quickly go to the root of the trouble and prevent serious illness.

FOR CURE

If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, BEECHAM'S PILLS may be relied upon with the greatest confidence, and only to give a few of these more powerful means often uttered fail. It strengthens all the vital organs, particularly those of nutrition, excretion, and excretion, and many even who regard themselves as confirmed invalids might regain all their health and happiness if they would only

TAKE
BEECHAM'S
PILLS.

Sold everywhere in boxes, price 9d., 1/1, & 2/9.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

Authorised Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 667,500 0 0
11. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.

Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SIEN TING
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 21st September, 1905. [504]

AUTOMATIC BROWNING
POCKET PISTOLS.

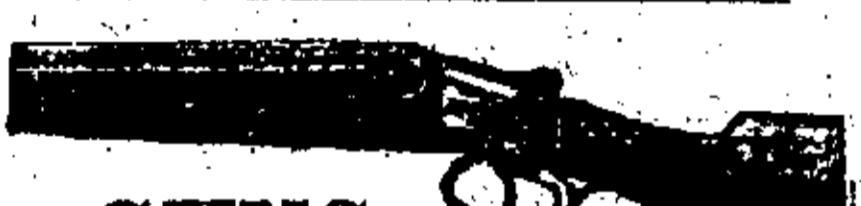
CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.,
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at 8d, 8d and 87½ per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]



GUNS.

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech-loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.

P. DE CHAMPORIN,
Agent.
George Street, Minories, London, E.C. Eng.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI"
FROM LEITH, ANTWERP, MIDDLETON,
BRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 8th June, 1909. [828]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENESK."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival hereafter which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th June, 1909. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENESK."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 9th June, 1909. [830]

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

DOSE.—A wineglassful in the morning
before Breakfast.

[6071]

GOLD MEDAL,
St. Louis, 1904.

15

CHANNEL FERRY.

PRESIDENT OF BOARD OF TRADE RECEIVES DEPUTATION.

A deputation consisting of Lord Weardale, Sir Charles Rivers Wilson, Sir John Wolfe-Barry, Admiral Sir Cyprian Bridge, Sir William White, ex-Director of Naval Construction; the Hon. George Peel, Mr. Charlton, vice-president of the Council of the London Chamber of Commerce; and Mr. Stanley Maclin, chairman of the Council of the London Chamber of Commerce, waited upon Mr. Winston Churchill at the Board of Trade on the subject of the establishment of a ferry service between Dover and Calais.

Lord Weardale stated that in spite of the most friendly encouragement given to it by the British and French Governments and public opinion in both countries, and the most conciliatory and patient representations made to the railway companies, but slow progress had been made in consequence of the reluctance of the South-Eastern Railway Company to admit the failure of the Channel Tunnel scheme and to adopt the only practicable alternative of a Channel train ferry. He drew attention to the remarkable progress made in this direction by other Continental countries, notably Denmark and Sweden, where a new service with a sea passage of 58 miles was about to be opened under Government guarantee.

Mr. Weardale stated that in spite of the

DEADLOCK.

In the case of the Channel ferry, the different objections raised by the railway companies had, he hoped, been successfully overcome, except in one important particular, namely the possibility of accommodation in Dover Harbour, and it was upon that point that they invited the intervention of the President of the Board of Trade. The Dover Harbour authority was in a peculiar position. Ostensibly a quasi-public authority, it was really in a position of dependence upon the railway companies, and therefore obliged to subordinate public to railway interests. He was bound to admit that the railway companies had, as shown in recent correspondence, manifested a more friendly disposition, and he was without hope that the intervention of the Board of Trade would accentuate that tendency and bring about a solution of the present deadlock with regard to Dover Harbour. Dover Harbour was constructed with the money of the taxpayers of the Kingdom, consequently the public had right to any advantage that its construction made possible.

Sir John Wolfe-Barry referred to the objections raised by the railway companies as to the difficulties of providing ferry service in Dover Harbour, and declared these in his opinion to be groundless.

All Claims must be sent to the Office of the

Under-signed before NOON on the 15th inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date, they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 5th June, 1909. [4]

SS. "TOURANE."
COMPAGNIE DES MESSAGERIES
MARTIQUES.

NOTICE.

CONSIGNEES of Cargo from London or

C.S. "Matapan" from Havre ex.s.s. "Frederic Nerval" and "Ville de Cete" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 10 A.M. to-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 14th June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN, Agent.

Hongkong, 7th June, 1909. [2]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND
STRAITS.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c. ex.s.s. "Macedonia."

From Australia, ex.s.s. "India."

From Calcutta, ex.s.s. "Nile."

From Persian Gulf, ex. E. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the

Godowns for examination by the Consignee

and the Company's representative at an

appointed hour. All Claims must be presented within ten days of the steamer's arrival hereafter which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 9th June, 1909. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENESK."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, where they will be examined on

the 16th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 9th June, 1909. [830]

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

DOSE.—A wineglassful in the morning
before Breakfast.

[6071]

INTERNATIONAL COTTON CONGRESS.

THE Sixth International Cotton Congress of

delegated representatives of master cotton spin

SHIPPING.

ARRIVALS.
BRASILIA, British str., 4,536, F. Jager, 10th June—Hamburg and Singapore 3rd June, General—Hamburg-Amerika Linie
CHONGSHA, British str., 1,227, E. Finlayson, 10th June—Australian ports 10th May, General—Butterfield & Swire
DALIN MARU, Japanese str., 900, F. Kaburaki, 9th June—Swatow 7th June, General—Osaka Shosen Kaisha
ITHAKA, German str., 2,263, W. Vogeler, 10th June—Hamburg 3rd June, Raila—Hamburg-Amerika Linie
MICHAEL JENSEN, German str., 959, J. Petersen, 9th June—Chefoo 3rd June, General—Jensen & Co.
SANUKI MARU, Japanese str., 3,789, K. Homma, 9th June—London 1st May, General—Nippon Yusen Kaisha
TERCE, British str., 5,805, G. W. Parkinson, 10th June—Manila 8th June, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

10th June.
Brasilia, British str., for Yokohama.
C. Diederichsen, German str., for Haiphong.
Glenross, British str., for Shanghai.
Haitan, French str., for Holloway.
Ithaka, German str., for Canton.
Nikko Maru, Japanese str., for Manila.
Tilabang, Dutch str., for Shanghai.
Yingchow, British str., for Shanghai.

DEPARTURES.

10th June.
BUJUN MARU, Japanese str., for Swatow.
CATHERINE APCAR, British str., for Singapore.
DEVANIA, British str., for Shanghai.
GILBERT, French str., for Shanghai.
KNIVSBERG, Ger. str., for Quang Chow Wan.
KUICHOW, British str., for Canton.
MONTEBRE, British str., for Moji.
SHANTUNG, British str., for Canton.
TJILIWONG, Dutch str., for Yokohama.

SHIPPING REPORTS.
The British str. *Brasilia* reports: Good weather, moderate sea and mostly N.E. and E. on the last two days. Southerly winds.

VESSELS IN DOCK.

ABERDEEN DOCK.—
KOWLOON DOCK.—*Chau Po, Sir W. Jervise, Durjan Maru.*
CORMOPOLITAN DOCK.—

TAIKOO DOCK—*Maple Leaf, Taming, Kecil in.*

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA,"
Captain Belotti, will be despatched as above TO-MORROW, the 12th inst., at NOON.
For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 9th June, 1909. [4]

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DAWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE,"
Captain Helm, will be despatched as above on WEDNESDAY, 23rd inst., at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th June, 1909. [20]

"SHIRE" LINE OF STEAMERS, LTD.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"SEGURA,"
Captain Hayes, will be despatched as above SATURDAY, the 12th June, at 4 P.M.
The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewardess.

For Freight, or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 9th June, 1909. [784]

SHIRE LINE OF STEAMERS LTD.
FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship
"DENBIGHSHIRE,"
Captain W. Barrett, will be despatched as above on or about the 12th June.

For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 28th May, 1909. [756]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG FOR

FOR NEW YORK.
S.S. "FATHAN" ... On 22nd June.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 26th May, 1909. [699]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & B.R.	B.R.B.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, B.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	POONA	Brit. str.	k.w.	A. F. Vine, B.N.E.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 1st July.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 22nd July.
HAVRE, COPENHAGEN & ST. PETERSBURG	SIAM	Swed. str.	k.w.	—	MICHAEL & CO.	Middle of July.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 21st inst.
ISTRIA	—	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 8th July.
DENBIGHSHIRE	—	Brit. str.	k.w.	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
SYDNEY	—	Fr. str.	k.w.	Rebuffat	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
NIPPON	—	Swed. str.	k.w.	Geo. Anderson	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP	SADO MARU	Jap. str.	k.w.	—	NIPPON YUSEN KAISHA	On 28th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SILVIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 12th July.
MARSEILLES, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	A. Christianen	TOYO KISEN KAISHA	On 7th July, at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	k.w.	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	MANSHU MARU	Jap. str.	k.w.	Nitsche	TOYO KISEN KAISHA	On 1st July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Brit. str.	2 m.	C. Dewere	MELCHERS & CO.	On 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	E. F. FERDINAND	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PATHAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDRANI	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 14th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTENA	Brit. str.	—	—	—	On 3rd July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAOMA MARU	Jap. str.	—	—	—	On 1st July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davis	DODWELL & Co., Ltd.	On 22nd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMATO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIBER	On 18th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ SIGISMUND	Brit. str.	—	—	MELCHERS & CO.	On 23rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	—	—	On 9th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHANGSHA	Brit. str.	—	E. Isoki	GIBR. LIVINGSTON & CO.	About 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Brit. str.	—	P. T. Helms	NIPPON YUSEN KAISHA	On 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 1st July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAKAMI MARU	Jap. str.	—	D. Lens	NIPPON YUSEN KAISHA	On 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ SIGISMUND	Brit. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 17th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUJIWONG	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIBER	On 15th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUEICHOW	Brit. str.	—	—	BUTTERFIELD & SWIBER	On 16th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KWEIYANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	To-day, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIIPPING	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SEGURO	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HANGHANG	Brit. str.	k.w.	H. G. Walker	BUTTERFIELD & SWIBER	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRASILIA	Brit. str.	—	—	MELCHERS & CO.	On 15th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WINGSHANG	Brit. str.	—	—	BUTTERFIELD & SWIBER	On 17th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINHUA	Brit. str.	—	G. M. Montford, B.N.E.	P. & O. S. N. Co.	On 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MALTA	Brit. str.	—	J. Handermann	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Brit. str.	—	Richard	DAVID SABRO & Co., Ltd.	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Brit. str.	—	J. G. Oliven	BUTTERFIELD & SWIBER	On 19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Brit. str.	—	Williams	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Brit. str.	—	K. Sooyed	NIPPON YUSEN KAISHA	On 21st inst., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Brit. str.	—	—	MELCHERS & CO.	On 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Brit. str.	—	—	—	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Brit. str.	—	—	—	On 3rd July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c						

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	11th June
London	Capt. G. W. Gordon, B.N.R.	See Special of Call
LONDON and ANTWERP	POONA	16th June
VIA SINGAPORE, PENANG, COLOMBO, PORT	Capt. A. R. VINE, E.N.E.	Freight only.
SHANGHAI, MOJI, KOBÉ, MALTA	YOKOHAMA	17th June
and YOKOHAMA	Capt. G. M. Monford, E.N.R.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
AMOY, NINGPO and SHANGHAI	"KWEI LIN"
SHANGHAI	"CHENAN"
HOIHOW and HAIPHONG	"SINGAN"
MANILA	"TAMING"
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"
CEBU and ILOLO	"KAIFONG"
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"
TSINGTAU, CHEFOO and NEWCHENG	"KWEI YANG"
SHANGHAI	"CHINHUA"
SHANGHAI	"LINAN"
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

Hongkong, 10th June, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI VIA SWATOW,	"DAIJIN MARU"	SUNDAY, 13th June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1909.

T. ARIMA, Manager. 13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LENVIAG.
"HAICHING"	AMOY & FOOCHOW,	SATURDAY, 12th June, at 1 P.M.
"HAIMUN."	SWATOW	SATURDAY, 12th June, at 5 P.M.
"HAITAN,"	SWATOW, AMOY & FOOCHOW,	TUESDAY, 16th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 10th June, 1909. 10

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
MANILA	"LOONGSANG"
TIENTSIN VIA SWATOW, WEIHAIWEI	FRIDAY, 11th June, 4 P.M.
WEI & CHEFOO	"CHIPSHING"
SHANGHAI VIA SWATOW	FRIDAY, 11th June, 5 P.M.
SINGAPORE, PENANG & CALCUTTA	"HANGSANG"
SANDAKAN	SUNDAY, 13th June, Noon
SAMARANG & SURABAYA	"WINGSANG"
SHANGHAI	TUESDAY, 15th June, Noon
MALINA	"KUTSANG"
SINGAPORE, PENANG & CALCUTTA	"MAUSANG"
SHANGHAI	WEDNESDAY, 16th June, Noon
MALINA	"AMARA"
SINGAPORE, PENANG & CALCUTTA	"WAISHING"
SHANGHAI	THURSDAY, 17th June, 4 P.M.
MALINA	"YUENSANG"
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"
SHANGHAI, YOKOHAMA, KOJI & MOJI	"NAMSANG"

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simpore, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 11th June, 1909. 16

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI
RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOK.SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
MARSEILLE, HAVRE, COPIEN-	"NIPPON"	23rd June.
HAGEN and GOTHEBORG	"YEDDO"	5th July.
HAGEN and GOTHEBORG	"SIAM"	Middle of July.

For Further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 11th June, 1909.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
YORK BUILDINGS, 1st FLOOR.
HONGKONG, 5th June, 1909.

Telephone No. 375.

18

OSAKA SHOSEN KAISHA.
INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to CHICAGO. Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KERLUNG, YOKAICHI, SHIMIDU, SEATTLE and VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date.

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings. T. ARIMA, Manager. Hongkong, 1st June, 1909.

18

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S. S. AMERICA MARU	6000	Aug. 30th, at Noon.
S. S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S. S. MANSHU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager. TOYO KISEN KAISHA, York Building.

POST OFFICE NOTIC

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mail to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dalyan and Siberia.

17th June	at 8.00 a.m.
19th	at 8.30 p.m.
24th	at 1.00 p.m.
26th	at 8.00 p.m.
30th	at 8.30 p.m.
1st July	at 8.30 p.m.

YOR	PM	DATE
Shanghai	Friday, 11th, 9.00 A.M.	
Pakhoi and Haiphong	Friday, 11th 11.00 A.M.	
Shanghai, Kobe and Yokohama	Friday, 11th, 11.00 A.M.	
Haiku, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle, Marco	Friday, 11th, 11.00 A.M.	
Samarang, Sourabaya and Batavia	Friday, 11th, 3.00 P.M.	
Swatow, Weihaiwei, Chefoo and Tientsin	Friday, 11th, 3.00 P.M.	
Manila	Friday, 11th, 3.00 P.M.	
Kobe and Yokohama	Friday, 11th, 4.00 P.M.	
Bangkok	Saturday, 12th, 10.00 A.M.	
Bangkok	Saturday, 12th, 10.00 A.M.	
Singapore, Penang and Bombay	Saturday, 12th, 10.00 A.M.	
Manila	Saturday, 12th, 10.00 A.M.	
EUROS Co., India via Tuckooor (Late Letters 11.00 to Noon Extra Postage 10 cents.)	Saturday, 12th, 11.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)	Saturday, 12th, 11.00 A.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Saturday, 12th, 11.00 A.M.	
The Parcel mail will be closed to-day, at 5 p.m.	Saturday, 12th, 11.00 A.M.	
Amoy, and Foochow	Saturday, 12th, 11.00 A.M.	
Macao	Saturday, 12th, 11.00 A.M.	
Amoy, Ningpo and Shanghai	Saturday, 12th, 3.00 P.M.	
Shanghai, Nagasaki, Kobe and Yokohama	Saturday, 12th, 3.00 P.M.	
Manila	Saturday, 12th, 3.00 P.M.	
Swatow	Saturday, 12th, 4.00 P.M.	

THE WHISKY OF THE NEW WORLD

CANADIAN CLUB

WHISKY.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

38

COMMERCIAL EXCHANGE CLOSING QUOTATIONS.

June 10th.

ON LONDON	Bank Bills, on demand	1/3
Telegraphic Transfer	1/9	7
Bank Bills, on demand	1/3	8
Bank Bills, at 30 days' sight	1/3	8
Bank Bills, at 4 months' sight	1/3	8
Credits, at 4 months' sight	1/3	8
Documentary Bills 4 months' sight/1/3		
ON PARIS	Bank Bills, on demand	226
Credits, at 4 months' sight	230	
ON GERMANY	On demand	183
ON NEW YORK	Bank Bills, on demand	438
Credits, at 60 days' sight	443	
ON BOMBAY	Telegraphic Transfer	134
Bank, on demand	134	
ON CALCUTTA	Telegraphic Transfer	134
Bank, on demand	134	
ON SHANGHAI	Bank, at sight	748
Private, 30 days' sight	753	
ON YOKOHAMA	On demand	87
ON MANILA	On demand—Pesos	88
ON SINGAPORE	On demand	76
ON HAIKONG	On demand	107
ON SAIGON	On demand	84
ON BANGKOK	On demand	84
SOVEREIGN	Bank's Buying Rate	\$1.05
GOLD LEAF, 100 fine, per tael	\$57.90	
BAR SILVER, per oz.	24	5

SUBSIDARY COINS.

per cent.

Chinese	20 cents pieces	88.18 discount
Chinese	10	88.80
Hongkong	20	87.60
Hongkong	10	87.80

OPPIUM.

June 10th.

Quotations are:	Malva New	\$1.100/1.150 per picul.
	Malva Old	\$1.160/1.200
	Malva Old	\$1.210/1.250
	Malva V. Old	\$1.260/1.320
	Persian fine quality	\$1.050/1.090
	Persian extra fine	\$900/950
	Patna New	\$1.015 per chest.
	Patna Old	\$1.02
	Benares New	"
	Benares Old	"

VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. *Yorck* carrying the German Mails with dates from Berlin of the 19th ult. left Colombo on Saturday the 5th instant p.m. and may be expected here on or about the 16th instant.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

THE AMERICAN MAIL. The P.M. str. *Korea* from San Francisco sails from Yokohama on the 8th instant, and is due to arrive at this port on the 19th instant.



WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names.

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

THE MOST CELEBRATED CIGARETTES IN THE WORLD "THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA

TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS HAND MADE

• 75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS

BRISTOL & LONDON.

314]

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 10TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$990, sales
National Bank of China, Limited	99,925	£7	£6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$104, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$7, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$91, buyers
COTTON MILLS.				
Evo Cotton Spinn'g & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 124.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$83.
International Cotton Manuf'g Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 85.
Lau-Kung-Mow Co. Spin'g & Weaving Co.	8,000	Tls. 100	Tls. 100	Tls. 105.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 370.
Dairy Farm Company, Limited	40,000	\$71	\$6	\$161, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$89, sal. & buy.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$87, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 85.
Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 162.
Penwick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$9, buyers
Hongkong and China Gas Co., Limited	7,000	£10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$19, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$71, (old) sel.
Hongkong Ice Company, Limited	5,000	\$25	all	\$155, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$225, sales
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$250	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$85, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$845, buyers
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 104, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$345.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$110, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$53, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,300	\$50	\$50	